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STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE

2000 ANNUAL REPORT

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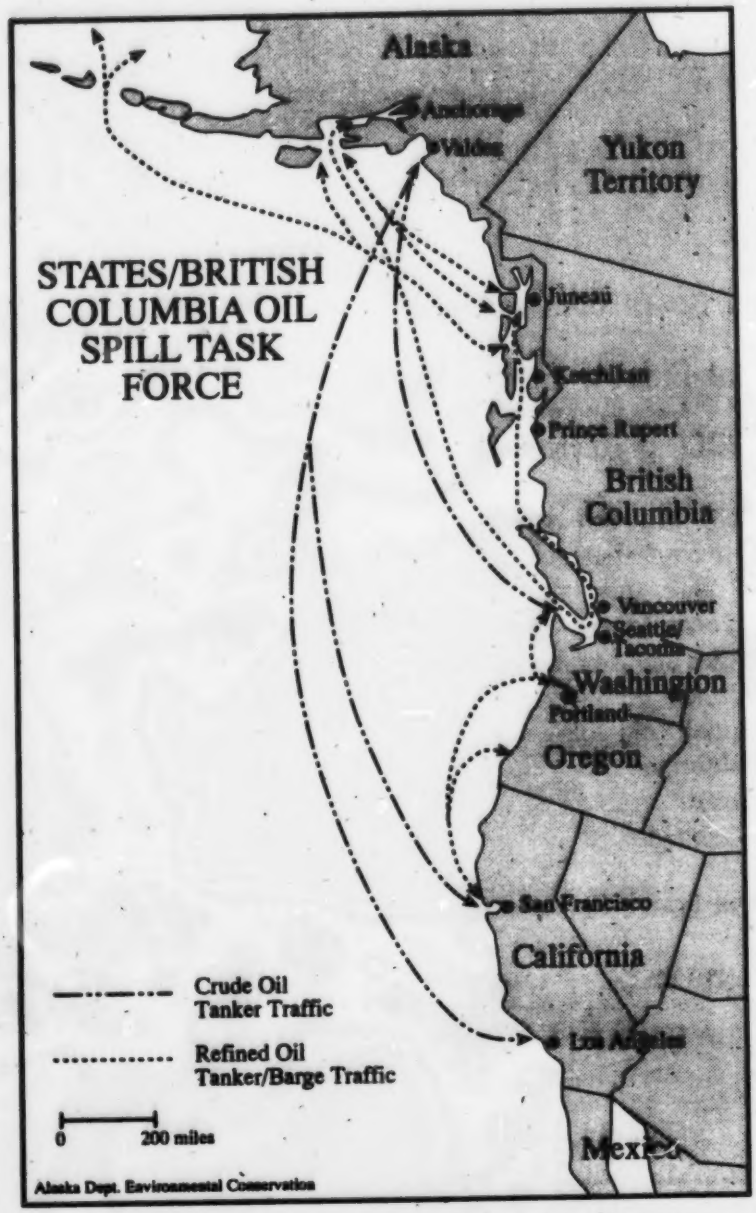

Four Pacific coast states and the Province of British Columbia have combined resources to form the States/British Columbia Oil Spill Task Force. The map shows important transboundary marine transportation routes for crude and refined oil that may potentially impact Task Force members.

PREFACE

This Annual Report of the States/British Columbia Oil Spill Task Force is submitted to the Premier of British Columbia and the Governors of California, Oregon, Washington, and Alaska, as well as to the citizens whom they represent. It provides information on the activities and accomplishments of the Task Force and its member jurisdictions from August 1999 through July 2000, which is the period of activity between Task Force Annual Meetings.

The States/British Columbia Oil Spill Task Force was formally created by a Memorandum of Cooperation signed in 1989, following two West Coast oil spill incidents. The first involved the barge *Nestucca*, which spilled oil impacting the coasts of Washington and British Columbia in December of 1988. The second incident was the catastrophic spill by the T/V *Exxon Valdez* in Alaska's Prince William Sound in March of 1989. These events highlighted common concerns shared by West Coast states and the Province of British Columbia related to spill risks from coastal vessel traffic, the need for cooperation across shared borders, and a shared commitment among West Coast citizens of both the US and Canada to protect their unique marine resources.

The Oil Spill Task Force produced a major report in October of 1990 that included 46 joint recommendations for spill prevention and response, as well as recommendations specific to each member's jurisdiction. Most of these recommendations have since been incorporated into state or provincial statutes, rules, or programs. They are also reflected in the US Federal Oil Pollution Act passed in 1990 (OPA '90), as well as the Canadian Shipping Act Amendments adopted in 1993.

As state/provincial and federal policies and programs are implemented, the continuing focus of the Task Force is on fostering regulatory compatibility, sharing information and resources, and coordinating development and implementation of new policies and programs to improve oil spill prevention, preparedness, and response on the West Coast of the US and Canada. These efforts are guided by our five-year Strategic Plans (1994-1999, 1999-2004) and based on our Mission, Goals, and Objectives as stated on the following page.

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This Annual Report does not reflect oil spill prevention and response activities on the part of any federal agencies or industry organizations except as may have occurred in response to or in cooperation with the States/British Columbia Oil Spill Task Force or a member jurisdiction.

GOALS, MISSION, and OBJECTIVES

OUR MISSION:

The mission of the States/British Columbia Oil Spill Task Force is to strengthen member agency efforts to prevent, prepare for, and respond to oil spills on the West Coast by exchanging information, sharing resources, promoting a consistent approach to regulatory standards, collaborating with key stakeholders to address shared concerns, reviewing current legislative authorizations and making recommendations for necessary changes, and advocating for our common interest on national and international issues.

OUR GOALS:

To prevent oil spills on the west coast...both large spills that occur rarely but cause catastrophic impacts, and small spills that occur daily and have an equally devastating cumulative effect.

To coordinate communication, policy development, response capabilities, prevention and preparedness initiatives, and education in order to maximize efficiency of effort; to learn from one another and share ideas and "products."

To clarify the roles and responsibilities of state and provincial agencies and federal agencies in order to reduce regulatory gaps, overlaps, and conflicts.

To advocate in national and international arenas on selected issues of common concern, earning respect through credibility, clarity of purpose, and collaboration.

To work cooperatively with federal agencies, vessel operators, the oil industry, response contractors, interest groups, and all concerned citizens to create opportunities for political and technological breakthroughs by serving as a catalyst for progressive change.

To educate the public on the impacts of oil spills and issues relating to spill prevention, response, and remediation.

To serve as a model of cooperation and coordination for the rest of North America.

OUR OBJECTIVES

Spill Prevention: Define and implement either regulatory or public/private partnership programs which effectively prevent oil spills and water pollution from vessels, facilities, recreational boating activities, and pipelines.

Spill Preparedness and Response: Enhance response capabilities on the West Coast.

Communications: Improve communications within the Task Force and with the general public as well as with key stakeholders, and maintain a high level of public and stakeholder involvement in Task Force activities.

FROM THE EXECUTIVE COORDINATOR

Dear Reader,

The past year hasn't always been one of fair winds, but we've definitely had a following sea! At least it seems that way, considering the rapid pace of today's communications. I've certainly relied heavily on email over the past year, since I've been working with eighty-five different stakeholders on our two major projects this year – the update of the oil spill Field Operations Guide (FOG) and the West Coast Offshore Vessel Traffic Risk Management project. I've sent them so many project emails that they've come to consider me an "email virus" of sorts!

Working with so many people on these projects has reinforced my commitment to the idea that successful project facilitation is NOT about having a pre-conceived outcome. Rather, it's about getting the right stakeholders involved and making sure that each of them has the opportunity to both contribute and learn from the others. Whatever the outcome, the chance to learn more about each other's positions, problems, and perspectives is the ultimate payoff. As one stakeholder involved in the FOG Update project observed, "The greatest reward to the response community from the FOG working group is the idea exchange and the collective 'raising of the bar' on understanding of ICS implementation during an oil spill."

The Supreme Court's decision on the INTERTANKO case was a disappointment, but not a show-stopper. What went unrecognized by the Justices was that, although the regulated community may represent international traffic, every oil spill is local. It is hard for citizens concerned about protecting their homes and livelihoods to trust national, much less international, standards and regulators. They'd much rather place control in the hands of officials whom they can see and speak to. If you have any doubts about the emotional involvement of citizens impacted by a spill, I recommend that you read *Nestucca: An Oil Spill Turns Creative,* by David C. Webster, published this year by Malamalama Press.

The congressional delegation from the state of Washington has introduced a bill to amend OPA '90 and restore states' rights to exceed federal standards for oil spill prevention. Washington Governor Locke has

requested an Executive Order from President Clinton to the US Coast Guard that would require the agency to adopt standards equivalent to those state standards invalidated by the ruling. Whatever the outcome of these efforts, one of the Goals of the States/British Columbia Oil Spill Task Force since 1994 has been *To clarify the roles and responsibilities of state and provincial agencies and federal agencies in order to reduce regulatory gaps, overlaps, and conflicts.* With that in mind, I particularly appreciated the final paragraph of Justice Kennedy's decision:

> "When one contemplates the weight and immense mass of oil ever in transit by tankers, the oil's proximity to coastal life, and its destructive power even if a spill occurs far upon the open sea, international, federal, and state regulation may be insufficient protection. Sufficiency, however, is not the question before us. The issue is not adequate regulation but political responsibility; and it is, in large measure, for Congress and the Coast Guard to confront whether their regulatory scheme, which demands a high degree of uniformity, is adequate. *States*, as well as environmental groups and local port authorities, *will participate in the process*." (Emphasis added)

Consequently the Task Force intends to work even more diligently to improve its working partnership with the US Coast Guard in the Pacific Region. We do so with the twin goals of reducing regulatory gaps, overlaps, and conflicts as well as enhancing opportunities to be heard on the issues that concern our citizens.

I would like to note two experiences in the last year that satisfied personal goals of mine. I believe it's important that "policy wonks" like myself improve our understanding of the realities faced by those whom our policies affect. Consequently, I have long wanted to ride a TAPS trade tanker out of Prince William Sound and visit the oil fields on the North Slope. Thanks to ARCO Marine and BP Exploration, I had the opportunity to do both in the past year. I rode the ARCO CALIFORNIA from Valdez to Anacortes after our Annual Meeting last year. Although the Gulf of

Alaska was as smooth as glass (I know, if I was a "real man," I'd have made the trip in February), I still got a good taste of what a tanker crew deals with to get their job done. Prudhoe Bay was still frozen when BPX hosted me after the Oil and Ice Workshop in early April, and I was awestruck by the scope of the industrial operation in that harsh but fragile environment. However strict the operating requirements we impose to protect such an environment, we must ultimately ask ourselves how much longer we can continue to use petroleum products, with their associated environmental costs, from production to transportation to consumption. The number one recommendation in the States/BC Oil Spill Task Force's 1990 report was to **implement programs designed to reduce petroleum consumption**, and we all must heed this recommendation at a personal level.

The scope of the West Coast and the reach of the Task Force's member agencies along its 55,836 miles of coastline continue to amaze me. Although the natural factors we deal with may vary widely from Alaska to Southern California, the need for policy and program coordination, collaboration, and cooperation is the same everywhere. As you read through this report, I hope you'll feel that we've done a good job over the last year. Your feedback is not just encouraged...it's critical to our future. We look forward to hearing from you.

Jean R. Cameron
Executive Coordinator

1999-2000 IN REVIEW:

Oil Spill Task Force Activities and Accomplishments

❑ *Spill Prevention Projects:*

OFFSHORE VESSEL TRAFFIC RISK MANAGEMENT

When they signed a resolution on vessel routing in 1996, Task Force Members emphasized their concerns regarding oil spill risks associated with groundings and collisions from vessel traffic off the West Coast. Such risks are high, especially during the winter when Pacific storms pound the coast. In response to these concerns, our West Coast Offshore Vessel Traffic Risk Management (WCOVTRM) project is intended to produce traffic management recommendations that will provide the greatest margin of safety for our sensitive coastal resources.

The WCOVTRM workgroup includes representatives from our member agencies as well as key US and Canadian federal agencies, environmental and citizen groups, oil and shipping industry organizations, and ports. The workgroup is co-chaired by Rick Holly of the California Office of Spill Prevention and Response and CAPT Frank Whipple of the US Coast Guard Pacific Area Command. This workgroup has convened quarterly since the spring of 1999, balancing meetings with conference calls in order to reduce participation costs.

At their first meeting the WCOVTRM workgroup agreed to the following project goal statement: *To develop an offshore vessel traffic scheme for the West Coast that will prevent environmental damage.* The workgroup agreed that the geographic range of the project would be from Cook Inlet in the North to San Diego in the South. This area of focus is offshore only and will "connect" with Traffic Separation schemes, but will not directly address them. In addition, vessel traffic management issues for the Inside Passage of British Columbia and Alaska would not be within the purview of this project. They also agreed that the recommendations should produce a level playing field and result in minimal disruption to the shipping industry.

The Workgroup has agreed that the following types of vessels should fall within the scope of the work group's final report and recommendations:

1. Tank Ships Loaded with Petroleum and/or Hazardous Material
2. Tank Barges Loaded with Petroleum and/or Hazardous Material
3. Other Vessels, including:
   - Passenger and Dry Cargo Vessels 300 Gross Tons and Larger
   - Fishing Vessels 300 Gross Tons and Larger in Transit and Not Fishing

- LNG/LPG Tank Ships
- Tank Ships Not Loaded with Petroleum or Hazardous Material (tank vessels can also carry tallow, molasses, and grain, for instance)
- Tank Ships in Ballast

The Workgroup has collected data on the volume of traffic represented by these vessel types arriving at each major West Coast port between June 30, 1998 and July 1, 1999. Concurrently, the workgroup has also collected information from vessel masters on the routes used by coastal traffic. Put together, this will allow us to estimate both the location and volume of coastwise vessel traffic on the West Coast.

Scientists at the National Oceanic and Atmospheric Administration's Hazardous Materials Response Division at Sand Point, Washington have provided the WCOVTRM workgroup with worst-case storm event drift scenarios. These scenarios combine information on vessel drift rates with the worst case storm event wind data from five West Coast locations: Middleton Island in the Gulf of Alaska, North of Vancouver Island, the mouth of the Columbia River, off of San Francisco, and off of Point Arguello in Southern California. The workgroup will use the resulting Ship Drift Tables to estimate response times for the various vessel types as a function of their distance offshore.

The workgroup has defined assist vessels as those capable of stopping the drift of a disabled vessel; obviously this is a function of both vessel and assist vessel type and size as well as weather conditions. They have inventoried ocean-going tugs on the West Coast, and estimated their response times from their homeports. This information, overlaid on the drift rate scenarios, allows the workgroup to identify response gaps. Such gaps can then be adjusted by either moving the vessel traffic further offshore to allow for longer response times, or by enhancing coastal response capability, or both. In order to move from theory to reality, workgroup members are applying this information to scenarios for each of the five regions identified by NOAA, using the most common vessel types to serve these regions as well as those which present the highest risks.

Casualty data indicate that one in every 100 vessels entering US ports reports a steering or propulsion failure; more such failures are estimated to be occurring, but are not reported. It is generally accepted that risk is a function of probability times consequence. No matter how much we endeavor to define the probability of risk, including an evaluation of past casualty data, probability is likely to meet high consequence where a

coastal oil spill is concerned. With this in mind, the workgroup is also collecting data on environmental sensitivity along the West Coast, as well as economic and social consequences.

Existing protection measures on the West Coast, such a Areas to Be Avoided and National Marine Sanctuaries, have also been identified by the workgroup. Their next step will involve analysis of all the data and information collected with the goal of reaching agreement on the level of risk involved and what new measures, if any, are necessary to reduce that risk. Such an analysis will include a look at projections of traffic volume in the future as well as changes in technology. For instance, the US Coast Guard predicts that the number of vessels entering US ports will triple in the next twenty years; a similar expansion can be expected for the Port of Vancouver, especially as the Pacific Rim economies rebound. In addition, the advent of international requirements that vessels carry Automatic Identification System (AIS) devices will allow vessel traffic services in the major ports to track and advise offshore traffic.

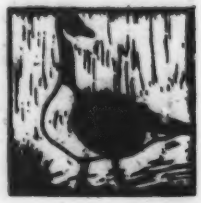
As the WCOVTRM workgroup begins the analysis, discussion, and recommendation phase of the project, they are anticipating completion of the project by the 2001 Annual Meeting. The Task Force would like to thank the Co-Chairs, Rick Holly and CAPT Whipple, for their leadership through this first phase. We also acknowledge the hard work of the subcommittee chairs: Stan Norman of the Washington Department of Ecology; Sven Ekloff of US Navy Region NW; LCDR Brian Tetreault of US Coast Guard District 11; Jerry McMahon of the American Waterways Operators Pacific Region; and CDR Jim Morris, NOAA Hazmat.

SPILL INCIDENT REPORTING AND CAUSES

Member agencies sent their spill incident investigators to Investigator Causal Analysis Training conducted at the Washington Department of Ecology Headquarters by Det Norske Veritas on October 4-6,1999. Of the full class of 20 students, ten were from Ecology, two from Oregon DEQ, three from California OSPR, one from Alaska DEC, one from Transport Canada, two from the US Coast Guard, and Jean Cameron also attended. Participating in the same training course helps to ensure consistency of application of the data dictionary in the database program as well as improved causal analysis coast wide.

Data on all spills of one barrel or larger was provided by member agencies to the Task Force office for 1999. Only spill incident reports that are completed were entered, however. Since the purpose of this project is to identify regional trends in spill causes, it is likely to take several years of

data collection before such trends are evident. Some member agencies have experienced problems converting data to the software program, but the major problem faced in implementing this program over the last year has been a lack of time on the part of the Executive Coordinator. Stan Norman, project chair, has agreed to transfer data management and analysis to the Washington Department of Ecology staff for the 2000-2001 workyear.



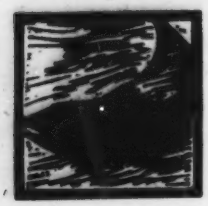
PREVENTION OF SMALL SPILLS

In recognition of the significant cumulative effect of small oil spills, the Task Force and its member agencies in British Columbia, Washington, Oregon, and California continue to participate in the Pacific Oil Spill Prevention Education Team (POSPET). POSPET has been staffed by Eric Olsson of the Washington SEAGRANT program since 1998. POSPET brings together educators, regulators, and concerned citizens in order to provide coordination for programs that target prevention of small, chronic oil spills from fishing and recreational vessels and marinas. Their collaboration enhances individual efforts and ensures a consistent message coast wide.

Examples of spill prevention outreach efforts to boaters includes efforts in California to train "dockwalkers" to provide education and advice at marinas and boat ramps. Both Washington and California emphasize outreach during safety training or boating events. They go where the boaters are with kits that include spill collars, absorbent materials, spill-reporting numbers, and advice on spill prevention. POSPET members are also coordinating an effort to prevent spills from dockside self-serve fuel pumps.

OTHER MARINE POLLUTION ISSUES

One task identified in the Task Force's1999-2004 Strategic Plan is as follows: *By providing a forum for information exchange, promote marine pollution prevention efforts specific to marine garbage and sewage disposal, ballast water exchange and the introduction of invasive species, air quality impacts of marine transportation, and the transport/handling of hazardous materials.* For the 1999-2000 workyear, the Task Force Members directed Jean Cameron, the Task Force Executive Coordinator to review the topic of ballast water and bring a recommendation to the Coordinating Committee regarding the need for the Task Force to provide a forum for information exchange on this topic. At the Fall 1999 Coordinating Committee meeting, Jean reported that she had attended the Educational Forum on Ballast Water Management sponsored by the West Coast Ballast Outreach Project. Based on information provided at this Forum, she determined that there are at least three regional groups



addressing ballast water exchange issues related to the introduction of aquatic nuisance species (ANS) or, as it is also called, non-indigenous species (NIS):

- The West Coast Ballast Outreach Project of cooperating Sea Grant programs;
- The Western Regional Panel of the National Invasive Species Council created by Executive Order dated 2/3/99. This group is legally mandated and provides a coordination mechanism for federal, state, provincial, and private interests dealing with both inland and marine NIS issues in the West; and
- The Pacific Ballast Water Group (PBWG), the members of which have taken initiative to cooperatively seek solutions that will contribute to the resolution ballast water issues on the West Coast. No government entity or private organization required them to form; rather, every member is at the table because they saw a need and chose fill it. Their membership is broad and includes key stakeholders and regulatory agencies. PBWG is producing a report with recommendations that is very comprehensive in its analysis of the issue as it pertains to the West Coast.

The Coordinating Committee approved Jean's recommendation as follows: *The efforts of the Western Group of the National ANS Task Force, the Cooperating Sea Grants, and the Pacific Ballast Water Group (PBWG) are providing both appropriate and adequate forums to address the issue of aquatic nuisance species introduction through ballast water exchange activities on the West Coast. The Task Force Executive Coordinator should stay on the PBWG email list and monitor their activities on behalf of the Task Force, but the Task Force needs to take no further action at this time.*

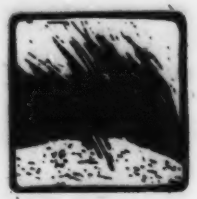
❑ *Spill Preparedness and Response Projects:*

UPDATING THE OIL SPILL FIELD OPERATIONS GUIDE

The National Interagency Incident Management System (NIIMS) version of the Incident Command System (ICS), developed in the 1970s to integrate multiple fire fighting units during a fire response, has been adopted as the model for oil spill response. Many federal and state emergency response agencies are now required to use ICS. In addition, the response systems specified in vessel and facility oil spill contingency plans are required by the US Coast Guard to demonstrate compatibility with NIIMS ICS.

A group known as STORMS - for Standard Oil Response Management System - produced the first official "oilized" ICS Field Operations Guide

(FOG) in 1996. Following the 1998 Spill of National Significance (SONS) drill in Valdez, Alaska, it was agreed that the States/British Columbia Oil Spill Task Force should facilitate a national effort focused on updating the 1996 Oil Spill FOG.



The FOG Update Project Workgroup included representatives of the states of Alaska, Washington, Oregon, California, Texas, and Florida and was open to other state representatives as well. The US Coast Guard was represented by their National Strike Force Coordination Center, the Response Office in Coast Guard Headquarters, and several West Coast Districts. Other US federal agencies represented on the Workgroup included the Office of Pipeline Safety, the Minerals Management Service, the National Oceanic and Atmospheric Administration, US Fish and Wildlife, and the Environmental Protection Agency. Oil industry representatives also participated. In addition, representatives from the National Wildfire Coordinating Group participated as advisors on NIIMS ICS protocols. The full FOG Update Project Workgroup met for a total of six two-day sessions beginning in December 1998 and concluding in February 2000. Numerous subcommittee sessions were conducted by conference calls.

At the first FOG Update Project Workgroup meeting, there was consensus support within the Project Workgroup for maintaining a standardized oil spill FOG nationwide, based on NIIMS ICS principles. The FOG Update Workgroup also agreed to review response position descriptions and topics covered in the 1996 FOG, and convened subcommittees to address these two areas. A subcommittee was also established to review oil spill response forms and recommend changes, based on the need for consistency among users as well as flexibility in the field. The progress of these subcommittees was reviewed and discussed at each quarterly meeting, and the Workgroup's feedback was incorporated into the final recommendations, which were compiled into a FOG format and discussed in December 1999 and finalized in February of 2000.

Significant revisions to the Oil Spill FOG included:

- The Introduction section has been revised to explain the relationship of the FOG with the National Response System and the National Contingency Plan, as well as the role, resources, and authority of the federal on-scene coordinator (FOSC). Language has been added to explain that the FOG is not a regulatory document, and updated web site addresses are listed for the US Coast Guard and NOAA, with guidance regarding the information available at these sites.
- A new Section 3, "Response Objectives and Strategies," explains the

difference between objectives, strategies, and tactics and provides examples of each.

- The Multi-Agency Coordination System (MACS) section has been replaced with a new Section 4 titled "Agency/Stakeholder Coordination." The different roles of the Liaison Officer, the Regional Response Team, Area Committees, and a Multi-Agency Coordination System (MACS) are explained as they apply to coordination of both agency and stakeholder concerns and resources, both before and during a spill response.
- A new Section 5 titled "National/Regional Incident Command" has been added that describes how the US Coast Guard will implement an oil spill version of the Area Command model used for major/multiple incident management within NIIMS ICS.
- Text was added to the Command Section to clarify the difference between an Incident Commander (IC) and Unified Command (UC). A reference to the Joint Information Center (JIC) was added under the Information Officer's responsibilities. The Liaison Officer's position description was expanded to include stakeholder coordination. Text was added to the Natural Resource Damage Assessment (NRDA) Representative description, as well as new language referencing Incident Investigations, to indicate that, while these functions are outside of the ICS structure, they must be coordinated with response activities.
- In the Operations Section, text was added to reflect two new positions: a Dispersants Operations Supervisor and an In Situ Burn Operations Supervisor. Related references were added to other position descriptions as necessary. In addition, the term "Source Control" were added to the Salvage Group Supervisor description to acknowledge the function of source control for situations where the spill source is not a vessel.
- Text was added to the Planning Section to describe the new Environmental Unit Leader position, a Weather Forecast Specialist, a Shoreline Cleanup Specialist, an Historic/Cultural Resources Specialist, and a Human Resource Specialist.
- The Coast Guard is updating the resource typing guidelines for resources commonly deployed to oil spills. The revised version of these guidelines will be included in the updated FOG.
- Section 13, "Meetings and Briefings" has been changed to "Incident Action Plan Process and Meetings," and is now Section 14. The Planning Cycle Guides at the end of each functional section have been replaced with a new IAP graphic in this section. Text describing the Unified Command Objectives Meeting was moved from Special Purpose Meetings and inserted before the Tactics Meeting text. Under Special Purpose Meetings, there is now the

Initial Unified Command Meeting. All other Special Purpose Meetings remain, except that the term "Press Conference" is changed to "News Briefing." Edits were made in this section with regard to meeting attendance and agendas.

- Consistent with the 1996 oil spill FOG, the ICS Forms Index provides an overview of changes to the oil spill forms. The following NFES forms have been slightly modified for oil spill response, but either version can be used:

201-OS	Incident Briefing
202-OS	Response Objectives
203-OS	Organization Assignment List
204-OS	Assignment List
205-OS	Incident Radio Communications Plan
206-OS	Medical Plan
207-OS	Organization Chart
209-OS	Incident Status Summary
210-OS	Status Change
213-OS	General Message
214-OS	Unit Log
215-OS	Operational Planning Worksheet
220-OS	Air Operations Summary
221-OS	Demobilization Checkout

- The following optional forms are new for oil spill response and have no NFES equivalent:

204a-OS	Assignment List Attachment
205a-OS	Communications List
211e-OS	Check-in List (Equipment)
211p-OS	Check-in List (People)
214a-OS	Individual Log
230-OS	Daily Meeting Schedule
231-OS	Meeting Summary
232-OS	Resources at Risk Summary
232a-OS	ACP Site Index

An IAP cover sheet
An Executive Summary
A General Plan
Initial Incident Information Sheet

The process of developing consensus support for revisions to the FOG and forms was more complex than might be deduced from merely listing them. A discussion of several topics addressed by the FOG Update Workgroup can be found in the project report available from the Task Force office. These topics include the relationship of the FOG to the National Contingency Plan, Area Plans, and Facility and Vessel Response plans; the

importance of maintaining one oil spill FOG nationwide; recommendations for training in the use of the FOG; the "shape" of Unified Command; the integration of salvage decision-making into Unified Command; Area Command issues; and the role of a Deputy On-Scene Coordinator.

PLANNING FOR SPILLS FROM NON-TANK VESSELS

A new Workplan task adopted this year focused on the need for contingency plans covering non-tank vessels, such as the M/V NEW CARISSA, which carry large quantities of petroleum product as fuel. The NEW CARISSA incident is only one of several which have impacted the West Coast in the last decade. For example,

- A similar spill occurred on November 26, 1997 as a result of a severe storm driving the M/V KUROSHIMA unto a rocky shoal near Dutch Harbor, Alaska as it tried to pull anchor. A total of 39,000 gallons of bunker fuel oil was lost. A significant amount of the oil was blown into a fresh water salmonid lake during the event. A total of 154 dead birds were recovered. State oversight costs for the state are estimated at $693,000 and $4,800,000 for the USCG. Total cost of the spill to the RP has not been released but it has been rumored to be approximately 20 million dollars.
- In California, the M/V KURE, a bulk carrier, accidentally punctured her hull on a reinforced concrete piling while maneuvering along a pier in Humbolt Bay on November 5, 1997. Approximately 4,527 gallons of Intermediate Fuel Oil (IFO) were spilled. Cost of the cleanup alone is estimated to be between $12-$15 million.
- In Washington State, the TENYO MARU was cut in half and sank with the loss of one life and a spill of at least 100,000 gallons of heavy fuel oil and diesel on 07/22/91. The TENYU MARU was a large fish processor. She was hit by the TUO HAI, a Chinese freighter; the collision occurred in Canadian waters, but Washington's Olympic coast was severely impacted.

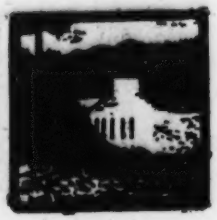
Based on the oil spill risks from the large amounts of fuel carried by these vessels, Oregon and Washington both enacted legislation in 1991/1992 requiring oil spill contingency plans that ensure spill response capabilities for non-tank vessels as well as tankers. These plans are provided for non-tank vessels by response cooperatives covering the Straits of Juan de Fuca, Puget Sound and Gray's Harbor in Washington, and the Columbia River and coastal ports in Oregon. The State of California has passed similar legislation and the Office of Spill Prevention and Response has adopted regulations to implement their new law (see the California report below). The Alaska Department of Environmental Conservation proposed legislation to address this issue. The 2000 Alaska Legislature passed a bill that requires vessel owners to prove they can take financial

responsibility for cleaning up a spill. The bill covers ships of more than 400 gross tons (GT). A companion resolution directs a task force to study both inspections and the cost of contingency planning and to report back to the Legislature next year. For British Columbia waters, the Canadian Shipping Act requires that all vessels over 400 GT have a contract with a certified Response Organization in addition to their SOPEP plan.

Since only these states have taken such initiative in the United States, the Task Force has recommended that the US Coast Guard extend their current tank vessel contingency planning requirement to all non-tank vessels of 300 gross tons (GT) or larger that are bound for US ports. We have recommended in Congressional testimony (March 1999) and in meetings with Coast Guard Headquarters staff that, at a minimum, the Coast Guard require vessel owner/operators to demonstrate a formal agreement with an approved response contractor, and list that contractor in the Shipboard Oil Pollution Emergency Plan (SOPEP) required by the International Maritime Organization; this would be consistent with the Canadian system. A more comprehensive approach would be to establish Coast Guard approved "umbrella" contingency plans supported by contracts with Oil Spill Response Organizations (OSROs) vetted by the Coast Guard; this is the approach used in Oregon, Washington, and California.

At their Fall Meeting, the Task Force Coordinating Committee members brainstormed issues specific to response to fuel oil spills from non-tank vessels such as the KURE, the KUROSHIMA, and the NEW CARISSA. The Committee developed the following list of response issues unique to non-tank vessel spills:

- When no spill contingency plans are required, non-tank vessel owners/operators are not required to have contracted response capability, so there are often start-up problems with the spill response. The attorney for the P&I club is more likely to arrive on-scene than spill responders, and consistency with ICS response principles is uncertain.
- Qualified Individuals (QIs) are not involved in spill drills or other preparedness and training events which provide opportunities to develop working relationships with government spill responders in advance of a real event.
- Where non-tank vessel contingency plans are required in Oregon and Washington, these are covered by oil spill cooperatives in the major ports (WSMC in Puget Sound and MFSA on the Columbia River). However, these cooperatives do not cover the coast between ports where spills can result from drift groundings of vessels in innocent passage. No offshore response capacity is under contract for non-tank vessels.



- Where cooperatives do cover non-tank vessels, they are intended only to provide initial response, which helps greatly in containing a spill. The owner/operator must still provide long-term response.
- Bunkering operations for all vessel types represent a high potential for spills, since they occur simultaneously with other in-port activities (loading, unloading), and at a time when crew is busy and/or fatigued.
- Bunker oil can be hard to clean up under certain weather conditions and can sink in fresh water environments. Lightering cold bunker oil from grounded vessels is also difficult.
- Burning the fuel in the tanks was a useful strategy in the New Carissa event and could be with other such groundings. However, it is easier to access a non-tank vessel's fuel tanks for lightering or burning if the cargo holds are empty, as was the case with the New Carissa.
- The public needs to be educated to understand that many oil spills come from non-tank vessels, not just from tankers and tank barges.
- If the federal government required non-tank vessels over 300 gross tons to have oil spill contingency plans, coverage would be extended to 12 miles and would be more consistent with the Canadian requirements while also ensuring more consistency for all US coasts.

This will be an ongoing issue of concern for the Task Force; we will monitor and support efforts to provide for non-tank vessel spill planning in Alaska and nationwide.

RESPONSE RESOURCE ROUNDTABLE

Another project identified under our Spill Preparedness and Response Objective in the 1999-2004 Strategic Plan was to address issues of readiness, mutual aid, and the need for an inventory of response equipment on the West Coast. The Task description is as follows: *Organize a roundtable discussion including representatives of state/provincial and federal agencies, planholders, and response organizations to discuss issues and identify actions necessary to address shortfalls in response equipment or mobility of that equipment on the West Coast.* The Task Force Coordinating Committee sponsored this "Response Readiness Roundtable" on February 4, 2000 in conjunction with their Winter Quarter meeting in Alameda, California.

Spill Response experts were invited to participate on two panels. The Spill Response Equipment Inventories Panel was moderated by Rob Floerke, Assistant Deputy Administrator, Office of Spill Prevention and Response,

California Department of Fish & Game. Panelists included:

- Ms. Jorice Williams, US Coast Guard National Strike Force Coordinating Center, Operations Division
- Todd Busch, Marine Response Alliance
- Frank Marcinkowski, PCCI for Navy SUPSALV
- Gary Lillo, BP Exploration (Alaska), Inc.
- David Morris, Morris Environmental

Mike Zollitsch, Oregon Department of Environmental Quality Spill Program Manager, moderated the Response Equipment Mobility Panel. Panelists included:

- Steve Ricks, Clean Bay Cooperative
- Doug Lentsch, Cook Inlet Spill Prevention & Response, Inc.
- John Crawford, FOSS Maritime
- Martyn Green, Burrard Clean Operations
- Bill Rogers, Chevron Shipping, LLC

Thirty-three persons representing oil spill response organizations, state and federal regulatory agencies, citizen groups, response plan-holders, insurers, and industry associations also attended and participated in the Roundtable discussion. The Executive Coordinator explained that the Task Force Members had adopted a Mutual Aid Agreement in 1996 that established protocols and procedures by which they would agree to release oil spill response equipment for the purpose of mutual aid, even if such equipment was cited in contingency plans approved by their agencies. Nevertheless, remaining barriers to equipment mobility and response equipment inventories remained of concern to Task Force members. All roundtable participants as well as panelists were encouraged to help address these issues during the day's discussions.

Details of the presentations and discussions are available in the Response Roundtable Report available from the Task Force. The conclusions and recommendations drawn from the discussions are as follows:

- **Inventories**

  Information on the US Coast Guard's Response Resource Inventory and the inventory of US Navy Supervisor of Salvage's spill response equipment is available to both Federal and State On Scene Coordinators, although only the FOSC can "activate" the SUPSALV equipment.

  Several private sector equipment inventory systems are available. Some of these have been customized by industry users. Others are available on a subscription basis to both private and public sector

users. For salvage equipment, the primary salvage companies and the International Salvage Union serve as information resources. Through the function of Unified Command in the Incident Command System for spill response, both the regulatory agency and responsible party participants bring information to the table that can be compiled and used cooperatively.

Several recommendations were offered to promote continuous improvement of these existing response resource inventory systems:

- The US Coast Guard National Strike Force Coordination Center should add an optional category to the Response Resource Inventory to provide information on operational restrictions for listed equipment. Such information would aid in making decisions on what equipment to mobilize for the purpose of mutual aid.
- Both industry and agency planners should include access to equipment inventory information in drills/exercises in order to test the responsiveness of these existing systems as well as to train response personnel regarding use of inventory information.
- State and Federal agencies should collaborate in a review of equipment sited in West Coast Area Contingency Plans in order to determine whether the information is consistent with the RRI, whether USCG and SUPSALV equipment is included, and whether any regional gaps exist.

■ **Mobilizing Spill Response Equipment for Mutual Aid**

The need to cascade response equipment for mutual aid is not as great as it once was, since most oil spill response organizations (OSROs) and coops have sufficient equipment on hand to exceed requirements. Three major OSRO types cover each West Coast Captain of the Port area: Foss Environmental, Clean "Something" Cooperative, and the Marine Spill Response Corporation. Moreover, cooperative equipment has been customized to meet local needs through the Geographic Response Plan/Strategy process utilized in most Area Plans. The need to cascade additional equipment into an area is most likely to result from one of two scenarios:

1. A specialized type of equipment is needed and unavailable locally; or
2. A worst-case scenario exceeds local response capacity.

Both OSROs and cooperatives find value in mobilizing equipment for mutual aid, including income from equipment leasing and valuable experience in mobilization and use. Moreover, delays in

responding to spill events reflect badly on the oil industry as well as on the response industry and the regulators. Effective and rapid response, including equipment mobilization between regions, is an incentive in and of itself. Additional steps were recommended to facilitate equipment mobilization.

Recommendations regarding equipment information included:

- That each OSRO – both the for-profits and the coops – pre-identify and list equipment available to be cascaded out of the region for mutual aid.
- Requests for mutual aid equipment need to be specific and need to include all support and ancillary equipment. Consider a list of "Action Items" to be reviewed when requesting equipment from another source, such as:
  - Method of shipment (air, vessel, highway, etc.);
  - Operating environment (request from coop with similar environment or specify special needs); and
  - Necessary permits or exemptions from agencies controlling methods of shipment.

Recommendations regarding drills and exercises included:

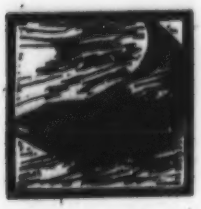
- Both agency and industry planners should include mutual aid issues in the design of drills and exercises.
- Regulatory agencies should utilize a planholder's assigned resources during drills and exercises.

Recommendations regarding private sector arrangements included:

- Efforts should be made to standardize a Response Action Contract.
- APICOM is encouraged to address contracting terms and conditions for mutual aid among coops.
- Cooperatives should look to their bylaws to identify barriers needing future resolution.

Recommendations to Federal and State regulatory agencies included:

- Task Force member agencies should meet with West Coast FOSCs to review the protocols in the Task Force's 1996 Mutual Aid Agreement.
- Regulatory agencies should work with affected plan-holders to pre-identify possible operational restrictions which regulators might impose if response equipment is out of the operating area.
- If Canadian-owned or US-owned equipment were to be cascaded across national borders, there may be customs and immigration



issues which need to be evaluated and addressed.

- In the event that cooperative or OSRO equipment is cascaded out of an area for the purpose of mutual aid, then the USCG Strike Team and SUPSALV equipment should be counted on for temporary back-fill/standby. State and USCG officials should meet to develop procedures and protocols to facilitate this process.

ALTERNATIVE RESPONSE TECHNOLOGIES

Task Force Members agreed in 1995 to implement policies that provide for expedited decision-making processes in support of the use of both dispersants and in-situ burning (ISB) in situations where their use would result in improved environmental benefits. Efforts have been ongoing in each member jurisdiction to implement such policies. As a Task Force, we provide a forum to share information on lessons learned and coordinate input to national decision-making initiatives. We facilitate periodic conference calls among staff from our member agencies working on in situ burn and dispersant use policies and research. When training opportunities arise, the Task Force facilitates regional participation.

The Task Force Executive Coordinator attended a workshop on oil spill R&D co-sponsored by the US Minerals Management Service and Environment Canada. Information on relevant research into the use of in situ burning or dispersant response tools was shared with Task Force member agencies that were unable to send representatives to the workshop.

For more information on alternative response technology programs and policies in our member jurisdictions, please reference their reports below.

THE INTEGRATED RESPONSE PLAN GUIDELINES

In 1998 the Task Force completed a cooperative project with the US Coast Guard and industry stakeholders that resulted in approval of a voluntary Integrated Vessel Response Plan (IVRP) format. This format allows correlation of West Coast state planning requirements as well as the Shipboard Oil Pollution Emergency Plan (SOPEP) required by the Canadian Coast Guard with the US Coast Guard vessel planning requirements.

The Task Force Members signed a formal agreement in 1998 reflecting their willingness to accept vessel response plans submitted in the IVRP format. They also agreed to other Workgroup recommendations regarding coordination of plan review cycles, acceptance of references to Area Plans,

and a commitment to communicate any new or revised contingency planning regulations to the Task Force Executive Coordinator for updates to the format guidance matrix. In addition, the Canadian Ministry of Transport determined that the Integrated Vessel Response Plan format will be acceptable to meet their vessel planning standards, since it includes the SOPEP format from Marpol. A formal endorsement from the US Coast Guard is also in place.

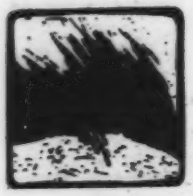
The integrated format guidance matrix is available to planholders on the Task Force Web Site. During the last year, staff at the Office of Spill Prevention and Response of the California Department of Fish and Game assisted the Task Force Executive Coordinator in updating the IVRP to reflect their new non-tank vessel contingency plan regulations.

1-800-OILS-911

The Task Force maintains this toll-free spill reporting number in California, Oregon, Washington, and British Columbia. Although it is available for anyone to use, information regarding the number is targeted at recreational boaters and fishermen through the same outreach used by POSPET (see page 7 above). The number automatically reaches the 24-hour emergency reporting number in each of these four jurisdictions as a function of the location from which the call originates. For example, a call made from anywhere in Oregon will automatically reach the Oregon emergency reporting number. Usage analysis for July 1999 through April of 2000 shows that the OILS-911 number has been used 197 times over that period. The breakdown shows that 21 of those calls were made in British Columbia, 14 in Washington, 8 in Oregon, and 154 in California.

❑ ***Communications:***

We continue our focus on public outreach and public involvement as well as improving communications among our member agencies. Public outreach efforts on behalf of the Task Force have been extensive. The Executive Coordinator maintains a mailing list of over 800 interested persons in the US, Canada, and abroad. Not only do these persons receive a *Quarterly Report to Stakeholders* which covers Task Force activities, but they also receive notice of each Task Force public meeting. They were also sent notice of the Legacy Awards program with a request for nominations. Over the past year, 85 stakeholders were active as members of the FOG Update project workgroup and the West Coast Offshore Vessel Traffic Risk Management Workgroup. In addition, 180 persons attended the Annual and Quarterly Task Force meetings and the Response Resource Roundtable.



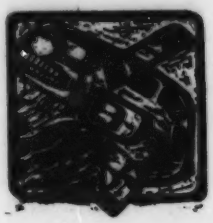
The Task Force member agencies routinely exchange information on their initiatives and activities. At their fall 1999 meeting, the Coordinating Committee initiated an active exchange of information on vessel inspections and incidents, especially those in the TAPS trade. As Larry Dietrict of ADEC put it, "Each State can then give a heads up to the other states about problems that may be headed their way." For instance, Ecology shared the results of their 1999 Tank Vessel Inspection program, DEC shared a situation report regarding a fracture in a ballast tank, and points of contact were identified for each agency.

In addition, the Task Force office maintains a directory of member agency staff that includes information on their program areas and their ICS assignments, thus facilitating both information exchange between agencies as well as expertise exchange during spill responses.

1999-2000 TASK FORCE MEETINGS

Our 1999 Annual Meeting was held in Valdez, Alaska on July 29th and was attended by 75 persons representing state agencies, US and Canadian federal agencies, consultants, representatives from citizen advisory committees, industry, and pilot and response organizations. Anne Drinkwater, President of BP Pipelines, delivered the keynote address on the meeting's theme of "Navigating the New Millennium." Ms. Drinkwater noted that more than 12 billion barrels of oil have been produced on the North Slope to date, and considering that 80% of that oil is refined on the West Coast, she considers the Task Force member jurisdictions as "vital partners." Ms. Drinkwater explained that, throughout changes in BP's corporate structure through mergers with Amoco and as proposed with ARCO, there has been no change in their commitment to safety and a standard of "no harm to the environment." BP/Amoco will be as dedicated a corporate citizen in the future as ARCO has been in the past, she promised, and further stated that she will absolutely stand behind ARCO Marine's commitment to the Millennium Class double hull tankers. The program also included updates on our member agencies' activities, plus panel discussions which provided industry, public interest, and regulatory agency perspectives on Port and Waterway Safety and Emergency Towing and Salvage. A lively public comment period involved the audience, the panelists, and the Task Force Members. During the business session Members received status reports on Task Force projects and approved the 1999-2000 Annual Workplan. On the day before the Annual Meeting, Alyeska/SERVS graciously provided the Task Force and Coordinating Committee members tours on their new escort tugs the "Nanuq" and the "Tan'erliq."

The Coordinating Committee of the Task Force held its quarterly meetings in Olympia, Oakland, and Portland over this past work year. These meetings provide opportunities for information exchange and decisions on implementation of our annual workplan. In addition, we invited presentations on Washington State's task force on pipeline issues and EPA Region 9's Fuels Management Project.



LEGACY AWARDS

The Task Force gave its first "Legacy Awards for Oil Spill Prevention" at its 1999 Annual meeting. Although the scope of the Legacy Awards program has been expanded in 2000 to include oil spill response and mitigation efforts as well, for 1999 the emphasis was on oil spill prevention, which the Task Force defined as efforts that go beyond regulatory requirements to prevent oil spills from occurring. Award-wining efforts are further defined as successful, completed projects, accomplishments, milestones, events or leadership which demonstrate innovation, management commitment, and improvements resulting in greater environmental protection. Efforts to provide leadership, promote partnerships, and involve the public are considered during review of all nominations, as well as project transferability and the award recipient's willingness to share results/models. Nomination categories include industry, non-profit, and public agency organizations (Task Force member agencies are not eligible), individuals, and team efforts.

The Task Force presented its 1999 Legacy Awards for Oil Spill Prevention to the following seven winners:

- The Alyeska Pipeline Service Company Ship Escort Response Vessel System (SERVS), for their recent acquisition of two world class tractor tugs which are part of a complete oil spill prevention system developed for Prince William Sound.
- ARCO Marine, Incorporated for their commitment to build three double-hull oil tankers known as the Millennium Class tankers. These tankers are designed specifically for trading on the West Coast. Not only does the design comply with OPA 90 requirements, but it also incorporates redundant operating systems that go well beyond federal or international requirements, thus setting a standard for future double-hull construction.
- Captain Chip Sharpe, US Coast Guard, who provided key leadership for the Monterey Bay National Marine Sanctuary (MBNMS) Vessel Traffic Management project. The MBNMS project involved a broad range of stakeholders in a multi-year analysis of the risks of vessel groundings in the Marine Sanctuary. The US Coast Guard and the International Maritime Organization have since accepted the MBNMS project workgroup's recommendations.

- The Cook Inlet Regional Citizens Advisory Council (CIRCAC), for consistently prioritizing prevention measures and working with industry to create a safe oil transportation system in Cook Inlet. CIRCAC has sponsored studies on broken ice, the potential for accidents caused by human error, the structural integrity of oil platforms in Cook Inlet, and navigation hazards in the area.
- The High Velocity Current Study Group, which included representatives from San Francisco area refineries, tanker operators, pilots, the marine exchange, the California State Lands Commission's Marine Facilities Division, the California Department of Water Resources, and the US Coast Guard. The Carquinez Straits in the San Francisco Bay area are subject to high currents that have caused tank vessels and barges to break their moorings, thus presenting significant oil spill risks. The High Velocity Current Study Group (HVCSG) evaluated causes and recommended non-regulatory solutions. The results are transferable, and the HVCSG continues to coordinate under the leadership of Dave Pearce, Marine Terminal Supervisor, Exxon Company USA, Benicia California refinery, and John Kloman of the California State Lands Commission's Marine Facilities Division.
- Stan Stephens, who has been a member of the Prince William Sound Regional Citizen's Advisory Council (RCAC) for nine years and served on numerous subcommittees during that time. He has been successful in uniting various constituencies to address key issues and contributed to furthering the credibility of the RCAC. Stan believes, advocates and stresses that oil spill prevention is the best and possibly the only chance that Prince William Sound has to survive.
- David Usher, president and CEO of Marine Pollution Control, whose focus on the development and placement of high-capacity pumping systems to remove oil from a stricken vessel qualified as a noteworthy spill prevention effort. Mr. Usher maintains pumping equipment in two locations in Alaska, two in California, and one in Washington. Six of his systems were used in removing more than 40 million gallons of oil from the Exxon Valdez in 1989, oil that otherwise might have added to the pollution burden in Prince William Sound.

TASK FORCE WEB SITE

The British Columbia Ministry of Environment, Lands, and Parks maintains a site on the World Wide Web for the Task Force. From the home page you can access the following information:

- Overview of Task Force
- Map of area of interest
- List of Task Force Members and Coordinating Committee
- Current Strategic Plan
- Current Annual Workplan
- Current Annual Report
- Correspondence and Comments
- Cooperative Agreements
- Resolutions
- Final Project Reports
- Summary Notes, most recent Annual and Coordinating Committee Meetings
- Connections to internet sites for Task Force Member and Federal Agencies
- Upcoming events

Visit our site on the World Wide Web at:
www.env.gov.bc.ca/eeeb/taskforc/tfhome.htm

OTHER TASK FORCE OUTREACH ACTIVITIES

- Pursuant to our focus on submitting Task Force consensus comments on federal initiatives which would impact our programs or policies, the Executive Coordinator tracks rulemaking activities and notifies member agencies of opportunities for comment on relevant proposals.
- The Task Force responds to information requests from students, regulators, journalists, professionals, and concerned citizens in the USA and Canada.
- Annually, the Task Force updates and distributes a status report on oil spill research and development activities among all member agencies.
- The Task Force Coordinator represents the West Coast states on the Pacific Region Quality Steering Committee of the American Waterways Operators and the US Coast Guard. This team is focused on improving safety in barge and towing operations on the West Coast.
- Jean Cameron was re-appointed to the US Coast Guard's Navigation Safety Advisory Council (NAVSAC), where she works with representatives of the maritime community to prevent oil spills by promoting navigation safety through applications and revisions to both the inland and international "rules of the road," advice on implementation of the Coast Guard's Prevention Through People program, and review of safety issues associated with developments in maritime and navigation technology.
- The Task Force maintains a liaison with the oil spill program maintained by the National Governors' Association, a program focused primarily on inland spill prevention issues. Jean Cameron provided the attendees with an overview of the FOG update project during their meeting in Portland in October, 1999.

For additional information on any of the Task Force projects or efforts described in this report, please contact Jean Cameron, Executive Coordinator, at (503) 229-5720 or write to the States/British Columbia Oil Spill Task Force at :

811 SW 6th Ave.
Portland, Oregon, 97204-1390
FAX: (503) 229-6954

Internet address: cameron.jean@deq.state.or.us

Visit our site on the World Wide Web at:
www.env.gov.bc.ca/eeeb/taskforc/tfhome.htm

Task Force Member Agency Activities and Accomplishments

In addition to their dedication of staff and resources to Oil Spill Task Force projects, our member agencies have been involved in a wide range of initiatives in their own jurisdictions, as outlined below:

ALASKA:

The Division of Spill Prevention and Response, Alaska Department of Environmental Conservation (ADEC)

❑ ADEC received 2109 oil spill reports and 290 reports of hazardous substance spills in 1999. The Department conducted 329 field responses to oil spills and 46 field responses to hazardous substance spills. The Department estimates that 256,726 gallons of oil and 188,140 gallons of hazardous substances were spilled in 1999.

❑ ADEC initiated responses to several significant incidents, including two major Alaska Railroad derailments north of Talkeetna and fuel spills in Whittier, Atmautluak, Gambell, Auke Bay and Unalakleet. There were several vessel groundings including the M/V Pacsun, which was carrying 176,000 gallons of Bunker C oil when it went aground at Icy Bay in Southeast Alaska and was subsequently refloated. Severe ice conditions returned to Cook Inlet, resulting in an estimated 200-gallon spill of isomerate during a tank barge loading when heavy ice hit the dock. There were ammonia and propane releases at several industrial facilities around the State as well.

❑ Regulated Cook Inlet vessel operators were required to follow special operating rules during the past winter. ADEC worked with the US Coast Guard and other stakeholders to develop the winter rules, which incorporate enhanced spill prevention measures. The Coast Guard added special winter dock operation rules after a fuel barge transfer incident. Cook Inlet Spill Prevention and Response Inc. (CISPRI) worked with ADEC to develop response strategies for winter ice scenarios, one of which focuses on mechanical recovery and the other on in situ burning.

❑ ADEC continued to work with industry to implement the corrective actions described in the joint ADEC/Minerals Management Service evaluation of the September 1999 North Slope broken ice field tests. Concerns continue over the ability to conduct a barge-based offshore

response in broken ice conditions, or institute prevention measures that reduce the risk of a nearshore well blowout. Exercises to test broken ice spill response are scheduled for spring 2000. The North Slope Mutual Aid Drill will involve a blowout scenario from the Northstar production facility and will be sponsored by BP in fall 2000.

❑ ADEC has worked with ARCO, BP/Amoco and Phillips Petroleum Inc. to ensure continuing compliance with contingency plan and financial responsibility requirements during the merger and acquisition of ARCO assets and operations in Alaska, which include ARCO's North Slope exploration and production facilities and its crude oil tanker fleet.

❑ ADEC has supported legislation to require contingency plans and proof of financial responsibility for certain non-tank vessels and railroad operations that carry or transport substantial amounts of fuel. The proposed legislation was significantly changed in the Alaska House of Representatives. While retaining the financial responsibility requirement, the final bill had an increased regulatory threshold for non-tank vessels of 400 gross tons, no contingency plan requirement, and no authority for ADEC to board and inspect ships for compliance with the new law.

❑ ADEC continues to participate in spill drills to test industry and government response effectiveness. On October 20, 1999, an open water and broken ice response demonstration on the North Slope was conducted to fulfill a condition of approval for the ARCO and BP/Amoco North Slope contingency plans. The deployment and testing of ice-reinforced response barge exercises included observers from Greenpeace, Trustees for Alaska and the Sierra Club. ADEC will require further technical work and exercises to determine the effectiveness of the proposed tactics for broken ice response.

❑ ADEC continues to work with local communities around the state to provide for cooperative spill response and address local preparedness needs. There are now twenty-six Community Spill Response Agreements in place between ADEC and Alaskan local governments. These agreements have proven to be a useful way to reimburse local governments for costs incurred from response activities undertaken at ADEC direction. Enhancements to local spill readiness and capability will continue as needs and deficiencies are identified through the ongoing Subarea Contingency Plan development.

❑ A Memorandum of Agreement has been signed with the Haines Borough and the cities of Haines and Skagway to procure nearshore response equipment for northern Lynn Canal. The response strategies

developed for the use of this equipment will be incorporated into the next revision of the Southeast Alaska Subarea Contingency Plan. The package is the last of seven dedicated nearshore response systems that have been procured and positioned in coastal areas around the State under two Nearshore Response Capital Improvement Projects. The other equipment locations are Juneau, Ketchikan, Seldovia, Bristol Bay, Dutch Harbor, and Kodiak Island.

❑ ADEC has developed and participated in over forty oil pollution research projects relating to oil spill cleanup, nonmechanical response technology, fate and effects of oil in the environment, contingency planning and preparedness, spill management and training, and spill prevention. Funding was provided through the Exxon Valdez oil spill criminal settlement. Projects are now in the final stages and all funds will be expended by June 30, 1999. ADEC is in the process of publishing the results of these studies, which will be available to interested parties both in hard copy and in downloadable form via the Internet.

BRITISH COLUMBIA:

The Ministry of Environment, Lands and Parks

❑ The Ministry of Environment, Lands and Parks (BC Environment) works to protect people, property, and the environment from environmental hazards through its emergency program. This program undertakes emergency planning and coordination and uses trained Response Officers for oil and hazardous material response. The emergency response planning is undertaken by the Enforcement and Emergencies Branch in Victoria.

❑ On average, more than 3500 environmental emergencies are reported to the ministry annually; most are hazardous material spills and releases. Eighteen Response Officers located in regional offices are available to respond to these spills. There is one Environmental Emergency Planner and Emergency Operations Officer in Headquarters (Victoria) for planning and preparedness of large-scale incidents from marine, freshwater, and land based hazards.

❑ An interagency coordinating committee has been established to promote cooperation among oil spill response agencies. Membership includes BC Environment, the Environment Canada, Fisheries & Oceans Canada, Burrard Clean Operations, Ltd., and the Port of Vancouver. The Marine Spill Coordinators Committee meets regularly to exchange information and

to discuss training, equipment, and response issues of mutual concern.

❑ BC Environment supports and monitors Coast Guard (both US and Canadian), shipping and oil industry initiatives towards marine oil spill prevention, preparedness and response. Issues include:

- implementing the International Tug of Opportunity System (ITOS);
- phasing out of single-hulled oil tankers on the Trans-Alaska Pipeline System (TAPS);
- applying a unified command approach in the Canadian National Marine Plan, Canadian Coast Guard Regional Marine Spill Contingency Plan, US/Canada Joint Marine Plan;
- amending the Canadian Response Organization fee structure and system and the impact on spill response preparedness on the west coast; and
- positioning State and Provincial incident commanders as directed by the US/State Area Plans.

❑ BC Environment and the Land Use Coordination Office continues to maintain the Coastal Inventory and Oil Spill Response Information System for coastal protection and planning. This computer-based system utilizes satellite imagery with video and geographically linked/mapped coastal inventory data for determining shoreline sensitivity. Coastal resource and land use data have been gathered for the Strait of Georgia, Vancouver Island and Central Coast. An atlas of the west coast of Vancouver is available on CD-ROM.

❑ A BC Oiled Wildlife Rescue and Rehabilitation Organization based on the Incident Command System has been established. The non-profit organization (Oiled Wildlife Society of BC) augments the response capabilities of the SPCA by promoting awareness and training in the rehabilitation of wildlife affected by an oil spill. One of the goals of the society is to secure funding and equipment for this purpose.

❑ A demonstration Environmental Situation Report was developed from an incident involving the M/V HANJIN ELIZABETH and M/V CARIA vessels, disabled off the west coast of Vancouver Island in mid-February, 1999. The report is available through the Environmental Emergency Program's WEBsite: http://www.env.gov.bc.ca/eeeb/eephome/eephome.html

CALIFORNIA:

The Office of Spill Prevention and Response of the California Department of Fish and Game

❑ Under California law, every marine facility and tank vessel operator must prepare an oil spill contingency plan which incorporates requirements for both spill prevention and spill response. These requirements were developed using portions of similar regulations from Washington and Alaska. Currently, there are 800 tankers, 100 barges, 300 fixed facilities and 625 mobile transfer units affected by these planning requirements.

❑ Recent California non-tank vessel contingency plan regulations mandated all owners and operators of any non–tank vessel off 300 gross tons or greater, to submit oil spill contingency plans to OSPR by February 1, 2000. Over 600 contingency plans, encompassing 3,075 vessels have been submitted to date. To receive initial approval, all vessels affected by these regulations are required to submit: (1) evidence of financial responsibility in the amount of $300,0000; (2) adequate contracted oil spill response capabilities; (3) an owner/operator and qualified individual contact information; and (4) a detailed description of the vessel, its route, destination and cargo. Vessels lacking this information may not transit nor engage in oil transfer operations within California marine waters. OSPR is actively monitoring vessel transit information and enforcing the regulations through vessel inspections and oil transfer monitoring.

❑ OSPR addresses many local port and harbor safety issues, including tug escort requirements, through regional harbor safety committees created by the California Act to improve navigational safety within the five major harbors of the State. Each of these local committees is tasked with developing a harbor safety plan which includes recommendations to the Administrator on all aspects of navigational safety and on specific requirements for tug escorts of tank vessels. Harbor safety plan recommendations have subsequently been developed and implemented. Recommendations for tug escorting San Francisco Bay, Los Angeles/Long Beach, San Diego, Humboldt Bay, and Port Hueneme harbors have been adopted as State regulations.

❑ California has also issued regulations requiring preventive measures during oil transfer operations at marine terminals, or during bunkering or lightering operations, which are a chronic source of small spills. In addition, the State Lands Commission requires an oil transfer operations manual for such transfer operations at marine terminals. These regulatory actions have resulted in a declining spill rate from such operations.

❑ In a joint venture with the Los Angeles/Long Beach (LA/LB) Marine Exchange, and the U.S. Coast Guard, (USCG) OSPR established a Vessel Traffic Information Service (VTIS) in San Pedro Bay and Channel to prevent ship collisions and groundings. With a subsequent $500,000 grant from OSPR, the VTIS LA/LB operational area was expanded to cover Santa Monica Bay, including the largest offshore marine terminal on the West Coast. Also, the VTIS operational area (the area encompassed within the arc of a circle centered at the Pt. Fermin light) was extended by increasing its radius from 20 to 25 nautical. VTIS LA/LB has functioned very competently since its establishment in 1994, and has received national attention as one of the best examples of a public/private partnership that provides essential navigational safety services which no single party could have provided on their own. The USCG is currently in the process of incorporating VTIS LA/LB into federal regulations, which would make it the first formal Coast Guard vessel traffic service (VTS) operated on a partnership basis.

❑ The Administrator is authorized by statute to provide services to vessels, ports and port users for the purpose of elevating marine safety and reducing the likelihood of a marine oil spill. In this capacity, the Administrator has created a Maritime Partnership in each of California's five major harbor areas, with State funding being allocated to each Partnership. Members of Maritime Partnership committees include port authorities, the USCG, vessel pilots, marine exchanges, and other key agencies and interests within the local maritime community. Each Maritime Partnership committee is charged with the planning and implementation of the highest priority navigational safety project(s) that can be achieved within its budget. OSPR staff provide organizational support in establishing Partnerships, and technical support in project planning. OSPR staff also prepare the contracts that will implement the navigational safety projects, as well as oversee project implementation to ensure adherence with contract terms and conditions.

❑ OSPR has coordinated a comprehensive planning structure with the US Coast Guard to meet the Federal mandate for Area Planning. This has resulted in revised Area Contingency Plans (ACP) for all of California being published as of January 2000. Subjects such as environmentally sensitive areas, communications, chemical countermeasures, natural resource damage assessment NRDA), wildlife rescue, and the use of volunteers have been addressed in the revised ACP. We continue to improve the NRDA and volunteer sections of the ACP through the use of subcommittees. During this next year we will be looking at economically sensitive areas, the approval for chemical countermeasures at the Area Committee level, and the use of trajectories to determine response resource needs.

- OSPR has been working with the Coast Guard and the Monterey Bay National Marine Sanctuary (MBNMS) to establish offshore routing tracks for commercial ship traffic that would move traffic away from the California coast and outside the MBNMS. This action would give us a wider window of opportunity to respond to offshore incidents and give greater protection to the coastline and the MBNMS.

- Local jurisdictions play an essential role in responding to oil spills in their immediate areas, and provide input to the Unified Command through the State representative during spill response operations. For this reason it is considered essential to have local response plans updated and exercised. A grant program for local agencies is administered by OSPR to provide funding for such purposes.

- California has established a coastwide network of oiled wildlife rehabilitation facilities known as the Oiled Wildlife Care Network. An 18,000 sq. ft. Oiled Wildlife Veterinary Care and Research Center was recently opened at the University of California, Santa Cruz. OSPR will publish requirements for responsible parties that address long-term environmental damage caused by oil spills and wildlife rehabilitation and site restoration.

- OSPR has completed the geomorphological mapping of the California coastline including shoreline types and the location of environmentally sensitive resources and habitats. Research continues on the efficacy and fate and effects of oil spill cleanup agents; biomedical investigations; marine wildlife demographics; and the chemical identification of oils produced in or transported across California marine waters.

- OSPR has developed a comprehensive drills and exercises program to carry out its statutory mandate. This program provides guidance for OSPR staff to interface with scheduled NPREP exercises and locally held industry exercises, coordinate orphan spill exercises with the Coast Guard, and participate in unannounced drills initiated by other government agencies. The Drills and Exercises Program has developed a database that is capable of tracking regulatory compliance and compiling drill histories of all covered vessels and facilities. Program staff also maintain a calendar of drills and exercises that shows the details pertaining to each drill, such as the objectives to be tested, which is found on the OSPR webpage.

- OSPR's Oil Spill Response Organization (OSRO) program issues approval letter to companies that provide oil spill clean-up services in California. This approval process was developed to facilitate the preparation and review of vessel and marine facility contingency plans.

Currently, eleven OSROs hold California approvals covering over 900 plan holders. This program also carries out OSRO resource verifications, Sensitive Site Field/Strategy validations and conducts deployment drills. OSRO unannounced drill efforts have captured over 98% of the California plan holders to participate in voluntary drills conducted through their OSRO. Unannounced drills evaluate the "systems approach" to on-water recovery and containment within the first six hours.

❑ California law requires operators of small craft refueling docks to register with OSPR. The same law requires OSPR to develop an educational outreach program for this group to decrease the incidence of small spills. This effort is being coordinated with the "Spills Aren't Slick" campaign sponsored by the Pacific Oil Spill Prevention Education Team (POSPET).

❑ California and US Coast Guard officials signed two agreements that will provide increased safety for ships using the ports and harbors in California. One agreement revised a 1993 agreement on the joint marine environmental protection responsibilities of OSPR and the Coast Guard, providing for joint efforts to prevent spills by ships through an inspection program and information sharing . The second requires high levels of pilot training, imposes specific qualifications on marine pilots, requires federal pilots' licenses as a condition of employment, requires continuing education for pilots, and mandates regular evaluations of the pilotage program. A culmination of four years of negotiations between pilots' groups, the shipping industry, port authorities, the Coast Guard, and the State, the agreement grants federal recognition of the State system, enhances existing pilot safety programs, and creates opportunities for local port districts to assure pilot safety in their respective harbor areas. The agreement covers the ports of San Diego, Los Angeles, Long Beach, Port Hueneme, and the Humboldt Bay Recreation and Conservation District. A State pilotage program already recognized by the Coast Guard has been in effect in the San Francisco Bay area since the 1850s.

❑ California now has some of the strongest legal penalties for violations of oil spill laws in the nation. Criminal penalties can be levied against parties who knowingly violate certain sections of the California Act, including spill reporting and specified requirements established by the Administrator. Criminal penalties include up to one year in State prison and maximum fine of $500,000 per day. The Act also contains strict civil penalties that can be levied by the courts or in an administrative proceeding; the Administrator is currently developing regulations for such penalties.

❑ California has experienced a continual decline in marine oil spills since the passage of the California Oil Spill Prevention and Response Act. Although California has maintained a separate oil spill database to measure the effectiveness of various spill prevention programs, the system is not compatible with similar systems used by other state agencies and the US Coast Guard. For this reason, OSPR has established a multi-agency workgroup to develop a comprehensive oil spill database and reporting system. Additionally, both the Office of Spill Prevention and Response and the California State Lands Commission are actively participating on the Task Force workgroup to establish system compatibility with other West Coast states. The ultimate objective is to create a system that allows analysts to address regional problems, practices in oil transportation and transfer operations, and other trends indicating a need for refinement of prevention programs.

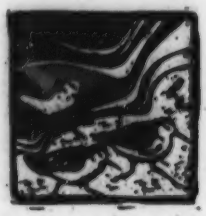
❑ OSPR has completed a comprehensive Coastal Protection Review addressing risk of oil spills from vessels and marine facilities. The CPR provides specific recommendations to remedy deficiencies in identified spill prevention and response programs, and a timeline for implementation of such remedial actions. Action on these recommendations will move California's oil spill programs toward the legislatively mandated goal of best achievable protection of the State's coastal and marine resources.

❑ Statutes require that OSPR coordinate with state agencies in program and regulatory development affecting oil spill prevention and response. Through cooperative efforts and joint funding, twenty-two agencies are kept informed of all aspects of program development and regulatory proposals. The State Interagency Oil Spill Committee is charged with frequent meetings and information exchange regarding regulatory proposals. This committee is currently addressing issues of regulatory reform, consistency, gaps, and overlaps.

OREGON:

Spill Management Program, Oregon Department of Environmental Quality (DEQ)

❑ All program staff participated in a Tabletop exercise for Y2K preparedness and were staffed to a greater level than usual during this operational period. Tests were made shortly after midnight and all communication systems were found to be in working order.



❑ Due to the demands and challenges with environmental cleanup issues in Oregon, the Waste Management and Cleanup Division of the Department of Environmental Quality has been divided into two divisions, the Waste Prevention and Management Division and the Environmental Cleanup Division. The Spill Program remains with the Environmental Cleanup Division whose new administrator is Paul Slyman. The Spill and Site Assessment Section is now managed by Chuck Donaldson.

❑ DEQ has granted final approval to Cascade General (for their operations at the Port of Portland Shipyard facility on Swan Island), Tosco Northwest (Portland Terminal), Time Oil Company (St. Johns Terminal), Equilon Enterprises (Portland Terminal)and Mobile Oil (Portland Terminal) for their oil spill contingency plans. There are currently fourteen other facility and 3 vessel oil spill contingency plans still under review.

❑ All five coastal Oregon Geographic Response Plans are now on the DEQ web site at www.deq.state.or.us/wmc/cleanup/cugrpmain.htm as downloadable zipped .PDF files. The files range in size from 801kb to 2.4mb so may take some time to download.

❑ The Department is coordinating with interested parties to develop a dispersant-use approval process. The work group is charged with developing a new decision making process for the use of oil spill dispersants. This project will require coordination with other state agencies, coastal stakeholders, environmental groups, response organizations and other interested parties. Besides many meetings and conversations to coordinate concerns of all the stakeholders, we will hold public information workshops in potentially affected communities.

❑ With regard to Drills and Exercises:

- Spill staff are coordinating with a focus group to design a DEQ drills and exercises policy. This group is made up of regulated facility and vessel plan holders, other state and local governments, oil spill response organizations & environmental groups. This group held its first meeting in March and should have a policy in place and ready to be tested by December.
- Spill staff participated in a Trumbull Asphalt tabletop exercise with the focus on the Planning Section's Situation and Resource Units.
- Spill staff attended a Crowley Marine Services Incident Management Team Tabletop Exercise in Seattle. The exercise achieved its goal of training new Crowley Incident Management Team players, even though hampered by lack of federal and state participants from the spill scenario location (Los Angeles Harbor).

- Spill staff participated in an inland table top exercise with the USACOE. The focus for DEQ was in the Planning Section Unit.

❑ Regarding the NEW CARISSA:

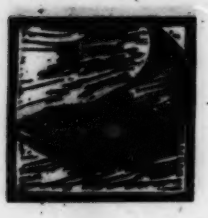
- The New Carissa Review Committee has completed their review of the NEW CARISSA spill response and submitted their report to the Governor. The report contains recommendations for improved marine vessel accident prevention, better marine spill prevention and preparedness, improved incident response management, and increased levels of financial assurance for marine vessels. The Report recognizes that the NEW CARISSA incident, like most marine accidents, was the result of human error. Many of the Committee's recommendations facilitate improved coordination and communication between Marine Transportation System stakeholders and encourage stakeholders to adopt quality management principles aimed at accident prevention and continuous improvement. The report can be viewed on line at www.deq.state.or.us/wmc/nc/ ncrc.htm or by written request submitted to John Betz, DEQ/ECD, 811 SW Sixth Avenue, 8th Floor, Portland, OR 97204.
- Intra-agency and inter-agency debriefs were conducted with key role players in response to the NEW CARISSA. The recommendations will be compiled in an after-action report.
- DEQ hosted a site tour to the NEW CARISSA shipwreck for the Environmental Quality Commission on October 1st, 1999
- An incident action plan (IAP) was signed to provide twice-weekly monitoring in the vicinity of the stern and the Plover Habitat area through the snowy plover nesting season (to Sept 15, 2000). Small quantities of fresh, sticky tarballs continue to come ashore. It is unlikely that there will be any work this season on the stern while removal options are evaluated. The responsible party will remotely manage the project with a local beach monitoring team - the command post in Coos Bay was closed in June.
- DEQ and Oregon Department of Fish and Wildlife continue participation as the state co-trustees for the NEW CARISSA Natural Resource Damage Assessment process. The Preassessment Phase is nearing completion. An "Interim Preassessment Report" was published in March 2000. The report summarizes impacts to natural resources and services resulting from the oil spilled following the February 1999 grounding of the NEW CARISSA. The report incorporates water sample, fate and effects, shellfish harvest reopening, fate and persistence, and recreational loss reports. Two key components are missing: a final Snowy Plover report and a sea and shore bird report. These are expected to be

completed by July 2000. At this point, the most significant damage appears to be related to recreational loss and bird impacts. The next step is the Restoration Planning Phase, which includes injury quantification and restoration selection.

❑ The Northwest Area Committee work groups were reorganized with new members and new charters. The Steering Committee membership has expanded to include the Department of Commerce (NOAA) and the Department of the Interior. The Committee reviewed workgroup charters and identified a steering committee point of contact for each workgroup. In Oregon we're making the point that the Northwest Area Contingency Plan is not just the DEQ plan, but it is the state oil and hazardous substance contingency plan. To broaden Oregon's representation on the Northwest Area Committee we have recruited Brian White, DEQ Public Affairs, to serve on Public Affairs Work Group, a representative from Oregon Emergency Management, to serve on the Communications Work Group, and Bob Albers, Office of State Fire Marshal to serve on the Hazardous Substances Work Group. The Response Technologies Workgroup is proposing to conduct workshops to revise the dispersant use policy, including the requirement for a monitoring plan, which may be met by Scientific Monitoring of Advanced Response Technologies protocols developed by USCG, NOAA, EPA, and the CDCP.

❑ Spills responded to by ODEQ this past year included:

- The F/V BLUE HEATHER, a 60 foot fishing vessel sunk in the mouth of Yaquina Bay (Newport) during a December storm. Light sheening occurred in the bay, but recovery efforts were limited due to weather. While the potential impacts to wildlife and shellfish were significant, none were identified. The vessel was removed in January.
- The spill program provided oversight on a 4500-gallon gasoline spill from a tank truck that threatened Knowles Creek, a prime spawning and rearing habitat for Salmonid. A significant soil removal occurred and the site was transitioned into soil treatment and site stabilization under a removal order. Small seeps of gasoline reaching Knowles Creek were contained. In an effort to stop seepage, bedrock extraction wells were installed.
- Spill staff completed a joint federal investigation with the EPA Region X Emergency Response Section culminating in emergency removal of 400 gallons of oil from Klamath Lake barge situated in a wildlife area inhabited by endangered species.
- In March, a Union Pacific Railroad freight train derailed 33 cars and 3 locomotives near North Powder. The fuel tanks lost about 2,600 gallons of diesel. Adjacent railroad and farm lands were impacted



as well as designated wetlands. After emergency stabilization and excavation activities were carried out, an inland insitu burn was utilized to remove fuel in the wetland channels. This technique leaves the plant root structure in place and aids wetland regeneration during the following growing season. Hand torches and modified tractor towed field burners were used to apply intense heat and burn otherwise uncollectable fuel from the wetlands.

❑ Members of the Spill staff attended an Area Contingency Planning Workshop in Portland sponsored by the National Governors' Association Center for Best Practices. Representatives from 14 states, EPA, and the USCG exchanged information on planning activity successes and challenges.

WASHINGTON:

Spill Prevention, Preparedness, and Response Program, Department of Ecology

(Note: This report covers calendar year 1999. It does not include events and developments after January 1, 2000. Issues such as the U. S. Supreme Court decision on the INTERTANKO lawsuit and its impacts on Ecology's activities will be addressed in next year's report.)

❑ Ecology and the U.S. Coast Guard continued the process of developing a long-term Risk Management Plan to address vessel oil spill risks in the North Puget Sound area. The agencies are co-chairing a panel of 20 stakeholders representing a broad range of private and public sector organizations. The group, a panel of the federal Navigation Safety Advisory Committee (NAVSAC), is evaluating the full breadth of issues relating to marine transportation safety and vessel emergency and oil spill response. The panel is looking at measures to intervene at every step in the accident causal chain. They have reviewed existing spill prevention measures in the area and evaluated information from previous and on-going federal studies. Their goal is to develop a long-term risk management plan, with durable consensus recommendations, that will significantly reduce the risk of major spills in this major marine transportation corridor. They are expected to make their initial recommendations in mid-2000. For more information, contact Jon Neel at (360) 407-6905 (e-mail: jnee461@ecy.wa.gov).

❑ During 1999, Spills Program staff received 35 tank vessel prevention plans. They reviewed 29 plans for compliance, and granted full approval

for 32 plans. Prevention plan approval means that the company operating the tanker or tank barge has prepared and submitted a prevention plan that demonstrates compliance with Washington's stringent Best Achievable Protection (BAP) standards. Spills staff confirm compliance by auditing company management practices and operating procedures, and by inspecting the vessels covered by approved plans. SeaRiver Maritime, Inc. became the first company to receive the Exceptional Compliance (ECOPRO) Award for exceeding the BAP standards for tank vessel safety and environmental stewardship. For more information, contact Laura Stratton at (360) 407-7485 (e-mail: lstr461@ecy.wa.gov).

❑ The Spills Program Prevention Section Field Offices in Portland and Seattle inspected 919 vessels in 1999, a major increase from the 759 vessels inspected in 1998. The increase in inspections kept pace with the increased number of vessel transits to Washington waters. In 1999, there were 5,601 vessel-entering transits to Washington waters, compared to 5,178 entering transits in 1998.

❑ The 1999 vessel incident rate, or the percentage of vessel transits resulting in an incident, increased slightly to 1.91 percent (107 incidents) from the 1998 rate of 1.81 percent (94 incidents). Citations issued also increased, to 155 in 1999 from 141 in 1998. These numbers may reflect the increased percentage of entering dry cargo vessels screening high or very high for potential risk. In 1999, 1,586 vessels screened at the high or very high level, compared to 1,391 vessels in 1998.

❑ During 1999, the Spills Program:

- Received 3,450 reports of spills in Washington; there were 1,515 reports of petroleum product spills, 1,136 reports of hazardous substance spills, and 799 reports of miscellaneous substances.
- Conducted 1,117 field responses. Of those field responses, 789 (70 percent) were to clandestine drug lab cleanup sites (hazardous substances).
- Participated in and evaluated 117 spill preparedness drills at regulated oil-handling facilities – 77 equipment deployment drills and 40 tabletop drills.
- Conducted 48 vessel notification drills, testing the ability of vessel crews to make the correct initial notifications in the event of a spill.
- Held four no-notice equipment deployment drills to test the initial response capabilities of contingency plan holders and their primary response contractors.
- Evaluated and re-certified the training and certification programs for five regulated oil-handling facilities, and reviewed and approved more than 30 facility operations manuals.

- Received resource damage assessment payments of more than $455,000 in compensation for oil spills.
- Investigated the causes of 12 spills at oil-handling facilities and completed 15 full-scale investigations of vessel incidents.
- Produced Prevention Bulletins publicizing the lessons learned from a bunkering spill and a grounding, and issued Safety Advisory Bulletins about the Puget Sound Vessel Transit System and the hazards caused by special conditions along the Oregon/Washington coast.

❑ In 1999, facility and vessel contingency planning staff updated the Manual for Review of Facility and Vessel Oil Spill Contingency Plans. Late in the year they began work on revising the rules governing vessel and facility oil spill contingency plans. The goal is to improve oil spill response in Washington by creating rules that are more consistent with changes that have occurred, that are simpler by taking advantage of the planning that has been done, and that are more efficient by consolidating regulatory requirements. The revision will incorporate changes that have occurred since the rules first took effect in 1991, such as new federal regulations, the development of the Northwest Area Contingency Plan, and the establishment of Geographic Response Plans.

❑ On June 10 an Olympic Pipeline Co. underground pipe ruptured in Bellingham, dumping about 280,000 gallons of gasoline into Whatcom Creek. A spark ignited the spill, and the resulting fire burned two miles of the creek and killed two boys. A third young man was overcome by fumes and drowned. During the first days after the explosion, Spills Program staff worked on many elements of the response, including the Unified Command, which controlled all aspects of the response. After the initial emergency, Ecology's primary jobs at the site were assisting in investigating the causes of the leak, assessing the environmental damage, and devising a recovery plan, jobs that continued throughout the year. The cause of the rupture and spill is still under investigation.

❑ In 1999, Coastal Protection Fund monies bought 450 acres of intertidal land in south Fidalgo Bay near Anacortes. The Department of Natural Resources now holds title to this area of high-quality eelgrass habitat. Eelgrass habitat is vitally important to herring and other forage fish production. Much of the money for the purchase came from the damage assessment from the 1994 CROWLEY BARGE 101 oil spill off the San Juan Islands.

KEY TASK FORCE PERSONNEL

Task Force Members

Michele Brown, Commissioner (1995-2000)
Alaska Department of Environmental Conservation

Tom Fitzsimmons, Director (1996-2000)
Washington Department of Ecology

Gary Gregory, Interim Administrator (1999-2000)
Office of Spill Prevention and Response,
California Department of Fish and Game

Langdon Marsh, Director (1995-2000)
Oregon Department of Environmental Quality

Derek Thompson, Deputy Minister (1999-2000)
British Columbia Ministry of Environment, Lands, and Parks

Coordinating Committee Members:

Larry Dietrick (1999-2000)
Alaska Department of Environmental Conservation

Donna Humphries (1999-2000)
British Columbia Ministry of Environment, Lands, and Parks

Stan Norman (1995-2000)
Washington Department of Ecology

Scott Schaefer (2000)
Office of Spill Prevention and Response,
California Department of Fish and Game

Mike Zollitsch (1997-2000)
Oregon Department of Environmental Quality

Executive Coordinator:

Jean Cameron
States/British Columbia Oil Spill Task Force

DOCUMENTS LIST

DOCUMENTS AVAILABLE FROM TASK FORCE and MEMBER AGENCIES

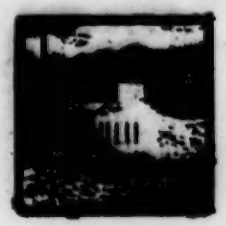
Available from:

The Alaska Department of Environmental Conservation
410 Willoughby Ave., Suite 105
Juneau, AK 99801-1795

- *Quarterly Spill Report Summary* - Published and distributed within 30 days of the end of each quarter.
- *Annual Spill Report Summary* - Published and distributed within 30 days of end of fiscal year.
- *PERP Policy Manual* - Reviewed and updated as needed.
- *PERP Field Guide Series* - Published/updated as needed; each guide covers a single topic.
- *Callout Directory* - Published quarterly or as needed.
- *Response Fund Annual Report* - Compiled each January for the Legislature.
- *Equipment Management Manual* - Reviewed and updated annually; published and distributed in September.
- *Equipment Inventory Reports* - Updated continuously; distributed to SOSCs semi-annually or as needed.
- *Safety Manual* - Reviewed and updated annually; includes former Training Manual and Product Site-Safety Plans.
- *Response Team Rosters* - Continuously updated.
- *Unified Plan* - Reviewed annually and amended as necessary.
- *Sub-Area Plans* - Reviewed annually and amended as necessary.
- *Drill Schedule* - Prepared on a fiscal year basis and updated as needed.
- *Type 1 Area Response Plans* - Under development.
- *PERP "Lessons Learned" Reports* - Prepared after major spill responses and exercises.
- *PERP "Lessons Learned" Summary* - Annual report of lessons learned from drills and spills.
- *PERP Fiscal Year Report* - Prepared annually.
- *Community Right-to-Know (CRTK) Reports* - Annual report, included in quarterly spill summaries.
- *Hazards Analyses* - Updated as needed.
- *Term Contractor Guidelines* - Updated as needed.
- *Prevention and Emergency Response Program Brochure*
- *Community Spill Response Brochure*
- *Statewide Hazardous Materials Response Brochure*
- *Emergency Response Communications Brochure*
- *Nearshore Demonstration Project Brochure*
- *Statewide Equipment Packages Brochure*
- *Applied Research and Development Project Brochure*
- *Technical Review of Leak Detection Technologies for ASTs and Crude Oil Transmission Pipelines* (CD-ROM)

Available from:

The British Columbia Ministry of Environment, Lands, and Parks, 4th Floor
P.O. Box 9338
Stn Prov Govt
Victoria, BC, V8W 9M1, CANADA



- BC Coastal Marine Facility and Operating Standards Manual (11/91)
- Guidelines for Industry Emergency Response Contingency Plans (3/92)
- Coastal Resources Oil Spill Response Atlas: Southwest Coast of Vancouver Island (8/90)
- Coastal Resources Oil Spill Response Atlas: Southern Strait of Georgia (11/93)
- Oiled Marine Shoreline Cleanup Training Course (5/95)
- Basic Marine Oil Spill Safety Training Course (5/95)
- The Double Hull Issue and Oil spill Risk on the Pacific West Coast (7/95)
- Benefit-Cost Analysis of Expediting the Schedule for Double-Hulling Oil Tankers and Barges Operating in and near British Columbia Waters (9/95)
- Benefit-Cost Analysis of Establishing a Dedicated Rescue/Salvage Tug to Serve Canada's Southern West Coast (9/95)
- Financial Preparedness for a Major Marine Oil Spill in British Columbia (9/95)

For more information about documents or British Columbia's Environmental Emergency Program, access the following WEB site on the Internet: : http://www.env.gov.bc.ca/eeeb/eephome/eephome.html

Available from:

The Office of Spill Prevention and Response
California Department Fish and Game
P. O. Box 944209
Sacramento, CA 94244-2090

- Oil Spill Technical Advisory Committee, 1997 Report to the Legislature
- California Oil Spill Contingency Plan
- Vessel Traffic Information System for Los Angeles/Long Beach Ports
- California Pilotage Study (1998)
- The Feasibility of Requiring New Technology for Oil Spill Prevention and Response (Report to the Legislature)
- Compendium of California Oil Spill Statutes (1997)

Available from:

The Spills and Site Assessment Section
Environmental Cleanup Division
Oregon Department of Environmental Quality
811 SW Sixth Avenue
Portland, OR 97204-1390

- The Pacific Northwest Area Plan and Geographic Response Plans for Oregon (updated on an ongoing basis)
- Oil Spill Prevention Summary, Vessel/Transfer Oil Spill Prevention Work Group (12/93)
- Columbia River Bunkering Locations Workshop Summary Report (Summer 1995)
- Vessel Contingency Plan Planning Standards (7/95)
- Wildlife Search, Rescue, and Rehabilitation Guidelines (1-1/95)
- Oregon Administrative Rules, Chapter 340, Division 47 (Spill Planning Rules)
- Oil Spill Contingency and Prevention Planning Review Manual (4/97)
- New Carissa Review Committee Report (6/00)

Available from:

Spill Prevention, Preparedness, and Response Program
Washington Department of Ecology
P.O. Box 47600
Olympia, WA, 98504-7600

- Spill Prevention, Preparedness, and Response Program Annual Report: 1997 (#98-257); 1998 (#99-254)); 1999 (#00-08-014)
- Spill Management; Annual Report (Dept. of Ecology): 1994; 1995; 1996
- Office of Marine Safety Field Operations Report (Feb. 1997)
- *Spill Scene* quarterly newsletter: (issues available back to 1997) Vol. 3, #1, Winter 1999; Vol. 3, #2, Spring 1999; Vol. 3, #3, Summer 1999 (99-255); Vol. 3, #4, Autumn 1999 (99-260); Vol. 4, #1, Winter 2000 (00-08-0010
- Manual for Review of Facility and Vessel Oil Spill Contingency Plans (#99-252)
- Vessel Entry and Transits for Washington Waters (VEAT): 1993; 1994; 1995; 1996; 1997 [#98-250]; 1998 [#99-251])); 1999 (#00-08-002)
- Designing and Conducting Oil Spill Drills Guidance Document (#98-251)
- Oil Spills in Washington State: A Historical Analysis (#97-252)
- Guidelines for Determining Oil Spill Volume in the Field (#96-205)
- In Situ Burning Policy and Operational Guidelines (#95-259 [6/95])
- Screening for Acceptable Risk: Washington State's Program for Screening Cargo and Passenger Vessels (Update 1995)
- Model Oil Spill Prevention Plan for Tankers and Sample Forms

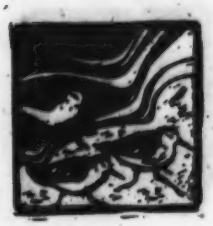
- Model Oil Spill Prevention Plan for Tank Barges and Sample Forms
- Contingency Planning Standards
- Bunkering Information Packet
- Related Rules and Regulations
- Prevention Bulletins, Safety Advisory Bulletins
- Geographic Response Plans (updated annually)

  South Puget Sound
  Central Puget Sound
  North Central Puget Sound
  San Juan Island/North Puget Sound
  Hood Canal/Admiralty Inlet
  Strait of Juan de Fuca
  Outer Coast – Washington
  Grays Harbor
  Willapa Bay
  Mid-Columbia River/Bonneville Pool
  Mid-Columbia River/Dalles Pool
  Mid-Columbia River/John Day Pool
  Mid-Columbia River/McNary Pool
  Snake River/Ice Harbor
  Snake River/Lower Monumental
  Snake River/Little Goose
  Snake River/Lower Granite
  Lower Nisqually River

Available from:

The States/British Columbia Oil Spill Task Force
811 SW Sixth Ave.
Portland, OR 97204-1390

- Final Report of the States/British Columbia Oil Spill Task Force; Joint and Jurisdictional Recommendations for Spill Prevention and Response (10/90)
- Preventing Oil Spills: The Perspective from West Coast States and the Province of British Columbia (3/95)
- States/British Columbia Oil Spill Task Force Member Technology and Research Projects (list updated annually)
- Strategic Plan (1994-1999, 1999-2004)
- Annual Workplans (1993 - 1999)
- Annual Reports (1993 - 1999)
- Quarterly Reports
- 1993 Agreement re: the Marine Oil Spill Response Information System
- 1993 Agreement re: the Incident Command System for a Unified Approach to Marine Oil Spill Response
- 1993 Agreement re: a Mutual Aid Plan
- 1993 Agreement re: a Marine Oil Spill Reporting System
- 1994 Resolution re: Marine Salvage
- 1995 Report and Recommendations on Drills & Exercises
- 1995 Report and Recommendations on Alternative Response Technologies



- 1995 Evaluation Report and Recommendations on Oiled Wildlife Care Facilities
- A Comparison of West Coast Contingency Planning Requirements or Vessels and Oil Handling Facilities (1995)
- A Comparison of West Coast Oil Spill Prevention Programs for Vessels and Oil Handling Facilities (1995)
- 1995 Report and Recommendations to Prevent Marine Oil Spills Caused by Human Error
- 1996 Mutual Aid Agreement
- 1996 Resolution on Vessel Routing
- 1997 Resolution on Delegation of OPA 90
- Report on the Spill and Incident Data Collection Project (1997)
- Report on Marine Pilots and Vessel Safety on the West Coast (1997)
- Report and Guidance Matrix for the Integrated Vessel Response Plan (1998)*
- Protocols for the Care of Oil-affected Marine Mammals and Birds (1998)
- Alternative Response Technology Policies and Issues (1998)
- Protocols for the Care of Oil-affected Marine Mammals (1998)
- Protocols for the Care of Oil-affected Birds (1998)
- Report and Recommendations on Pipeline Spill Prevention on the West Coast (1999)
- Report on the Oil Spill Field Operations Guide (FOG) Update Project (2000)

* IVRP guidance matrix updated as needed